Australian Government
Australian Maritime Safety Authority

Marine Incident Annual Report

2025

Contents

Overview 3
Purpose of this report 3
Marine incident and safety concern reporting 3
Classification of marine incident reports and follow up investigations 3
Summary of reporting in 2025 4
Trends in reporting 4
Domestic Commercial Vessels 5
Marine incident trends 5
Consequences to people 9
Fatalities 9
Injuries 12
Persons overboard 15
Consequences to vessels 17
Trends in operational occurrence types 18
Trends in technical occurrence types 19
Foreign-flagged and regulated Australian vessels 21
Marine incident trends 21
Consequences to people 24
Fatalities 24
Injuries 24
Consequences to vessels 26
Trends in operational occurrence types 27
Trends in technical occurrence types 28
Appendix – Further supporting data 30

Overview

Purpose of this report

This report provides an analysis of marine incidents reported in the 2025 calendar year, along with trends from 2021-2025, for domestic commercial vessels (DCV)[1], foreign-flagged vessels and regulated Australian vessels.

Marine incident data from this report combined with other safety data from inspections, investigations and further supporting research are used to inform the National Compliance Plan. The National Compliance Plan will set out targeted compliance activities for the 2026-2027 financial year that address safety issues identified.

Marine incident and safety concern reporting

Reporting marine incidents is important to maritime safety as it helps provide a more holistic picture of the risks affecting the industry. Information on marine incident reporting is available on the AMSA website[2].

In addition to marine incident reports, AMSA receives notifications of marine safety concerns. Marine safety concerns can be reported by anyone who observes an event or practice that may endanger, or if not corrected could endanger, the safety of a commercial vessel or persons on board a commercial vessel.

In 2025, AMSA received 452 reports of marine safety concern representing a 14.7% increase on the number received in 2024 (394 reports).

Classification of marine incident reports and follow up investigations

AMSA classifies all reported marine incidents into one or more *occurrence types*[3] to consistently describe what happened and help identify patterns and areas for further analyses. The focus of this report is on *consequence*, *technical* and *operational* occurrence-types, and their sub-types as these comprise the highest frequency.

A list of acronyms and definitions as well as other information on the classification used in marine incidents is available on the AMSA website.

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[1] AMSA publishes monthly updates of very serious and serious incidents for DCVs - Monthly domestic incident reports
[2] Marine incident reporting | Australian Maritime Safety Authority
[3] Note that multiple occurrence types can apply to the same marine incident. For example, a marine incident may include more than one consequence (i.e., collision and injuries)

Summary of reporting in 2025

Trends in reporting

In 2025, AMSA received a total of 4174 marine incident reports from foreign-flagged vessels (FFVs), regulated Australian vessels (RAVs) and DCVs, along with 452 marine safety concerns.

The reduction in reported marine incidents in 2025 is primarily attributable to a change in classification introduced on 1 January 2025, under which defect reports for RAVs and FFVs are no longer captured within the marine incident reporting process. A substantial number of reports that would have been previously recorded as marine incidents were excluded in 2025, including approximately 1272 reported defect reports.

Figure 1 shows the total marine incidents reported by FFVs, RAVs and DCVs operating within, or preparing to enter Australia's maritime jurisdiction between 2021 and 2025.

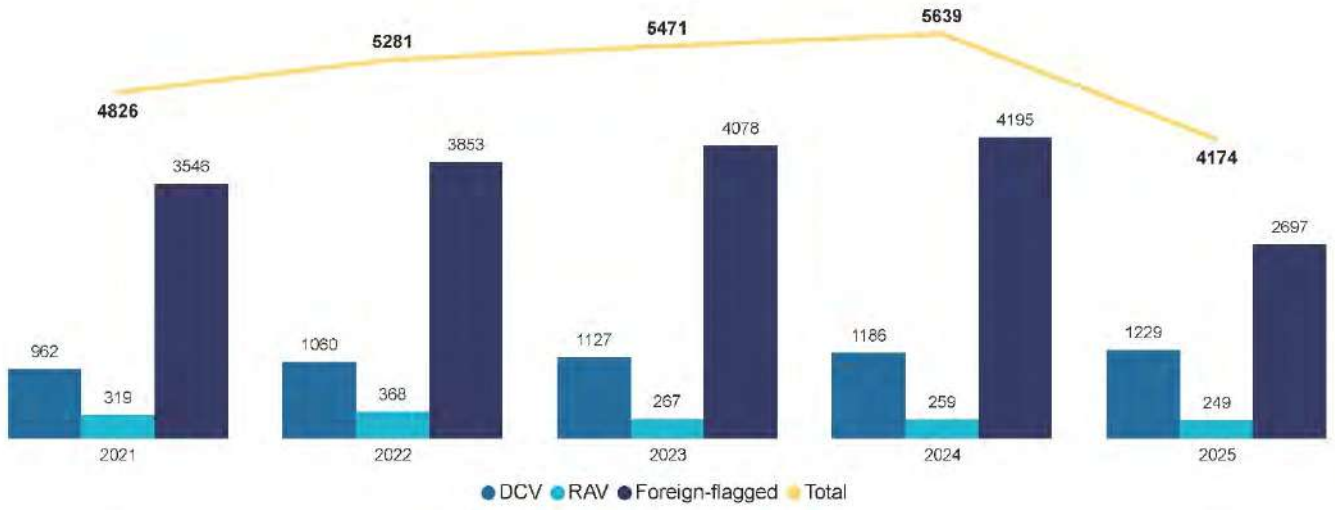

Figure 1: All reported marine incidents, FFVs, RAVs and DCVs, by year (2021-2025)

Domestic Commercial Vessels

Marine incident trends

In 2025, AMSA received a total of 1229 marine incident reports involving DCVs. This represents a 4% increase from 2024 (1186 reports) and an overall 28% increase since 2021, when 962 DCV marine incidents were reported.

In 2025 (Figure 2),

- very serious[4] marine incidents increased slightly, from 6 in 2024 to 7 in 2025 (Figure 2A).
- serious marine incidents decreased by 17% (42 reports) compared to 2024 (Figure 2B).
- less serious marine incidents increased by 9% or 84 additional reports, compared to 2024 (Figure 2C).

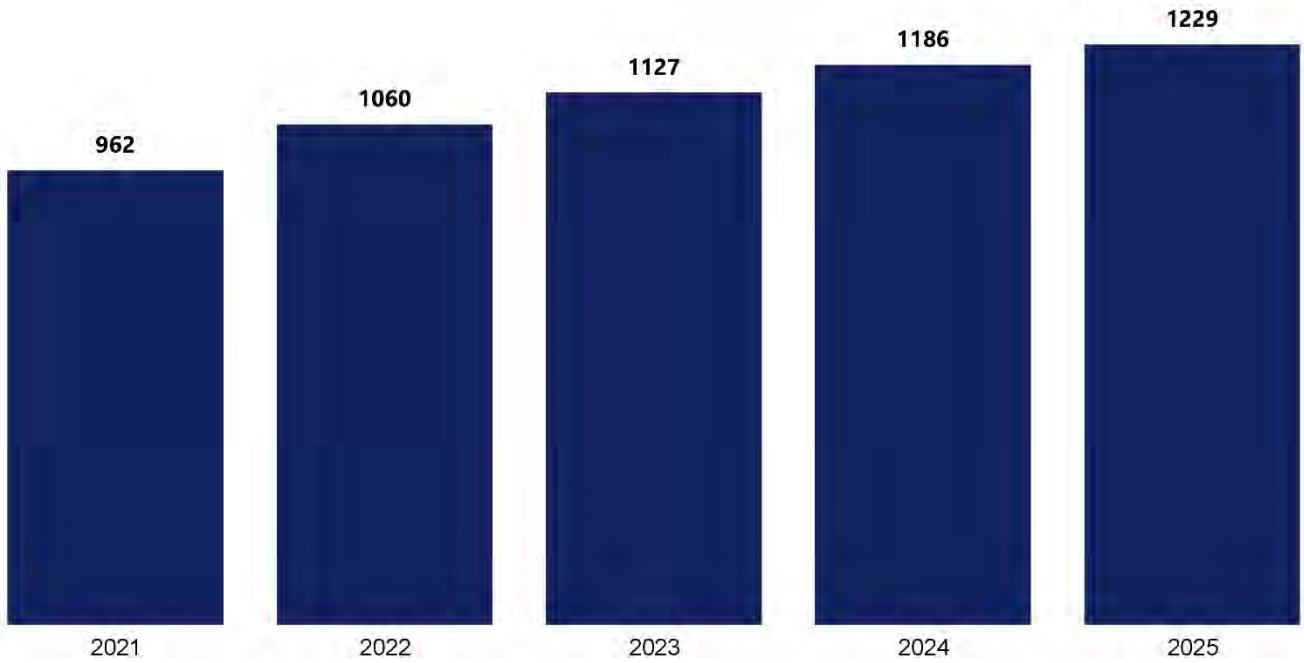

Figure 2: DCV marine incidents by year (2021 - 2025)

[4] Very serious marine incidents include loss of vessel, loss of life (fatalities) due to the operation of the vessel and serious pollution. Serious marine incidents include serious injuries (operational), fire, explosion, critical equipment failure, severe structural damage, loss of stability and breakdown necessitating towage or shore assistance. Less serious marine incidents include minor injuries, illness, minor vessel contact and near misses.

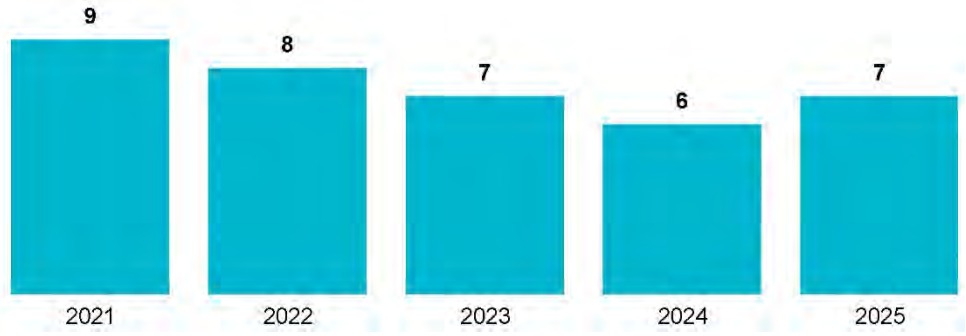

Figure 2A: Very serious DCV marine incidents (2021 - 2025)

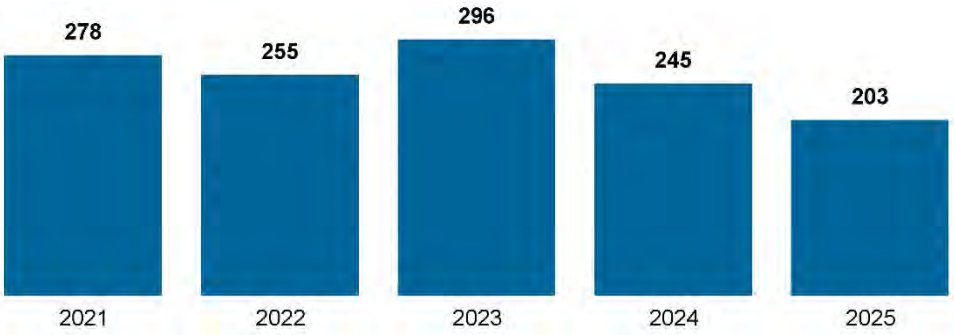

Figure 2B: Serious DCV marine incidents (2021 - 2025)

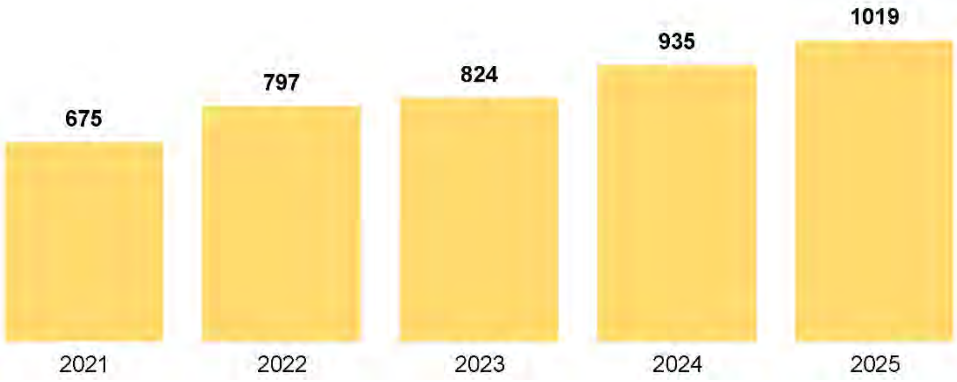

Figure 2C: Less serious DCV marine incidents (2021 - 2025)

When considering marine incident reports by vessel class, Figure 3 and 4 indicates notable differences in reporting patterns across the DCV fleet:

Figure 3 show the proportion of marine incidents reported and vessels by class for 2025:

- Passenger vessels continue to show a good reporting culture compared to the other vessel classes. Although they comprise a relatively small proportion of the DCV fleet (9%), passenger vessels accounted for almost half (46%) of all reported DCV marine incidents in 2025.
- Non-passenger vessels, which make up 52% of the DCV fleet, reported 40% of all marine incidents in 2025.This represents a slight increase compared with 2024, where non-passenger vessels accounted for 38% of reported marine incidents.
- Fishing vessels which comprise 25% of the DCV fleet accounted for 11% of all marine incidents reported in 2025, this represents a slight increase from 2024 with 10% of reported marine incidents.

- Hire & drive vessels, comprising 14% of the DCV fleet, reported 3% of marine incidents in 2025. This represents a decrease from 2024, when hire and drive vessels accounted for 5% of reported marine incidents.

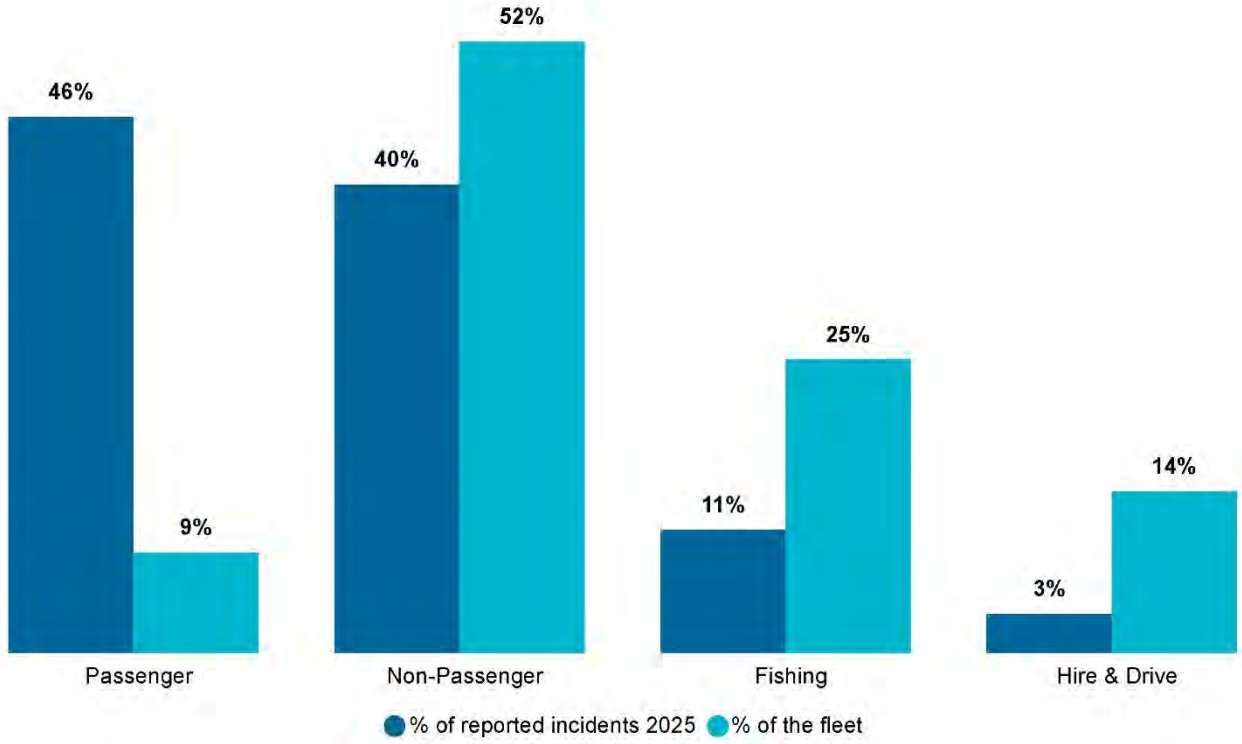

Figure 3: Proportion of marine incidents reported and vessels by class[5] (2025)

Figure 4 highlights differences in the proportion of marine incident reporting by vessel length when compared with their representation in the overall fleet. Vessels under 7.5 metres comprise the majority of the fleet (60%) but account for a relatively small proportion of reported marine incidents (10%). Vessels between 7.5 and 12 metres account for 22% of reported marine incidents which is broadly consistent with their fleet representation (18%).

Vessels between 12 and 24 metres account for 34% of reported marine incidents but represent 16% of the overall fleet. The 24–35 metre vessel category represent 23% of reported marine incidents while making up just 3% of the fleet. Vessels over 35 metres which comprise approximately 1% of the fleet, account for 10% of reported marine incidents.

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[5] NSCV Part B contains the system for categorisation of vessels.

- Class 1: Passenger vessels means a vessel that carries or is certified to carry more than 12 passengers
- Class 2: Non-passenger vessels may carry up to 12 passengers and are not either fishing or hire and drive vessels.
- Class 3: Fishing vessels are used for fishing operations.
- Class 4: Hire and Drive vessels are let for hire, reward, or any other consideration.

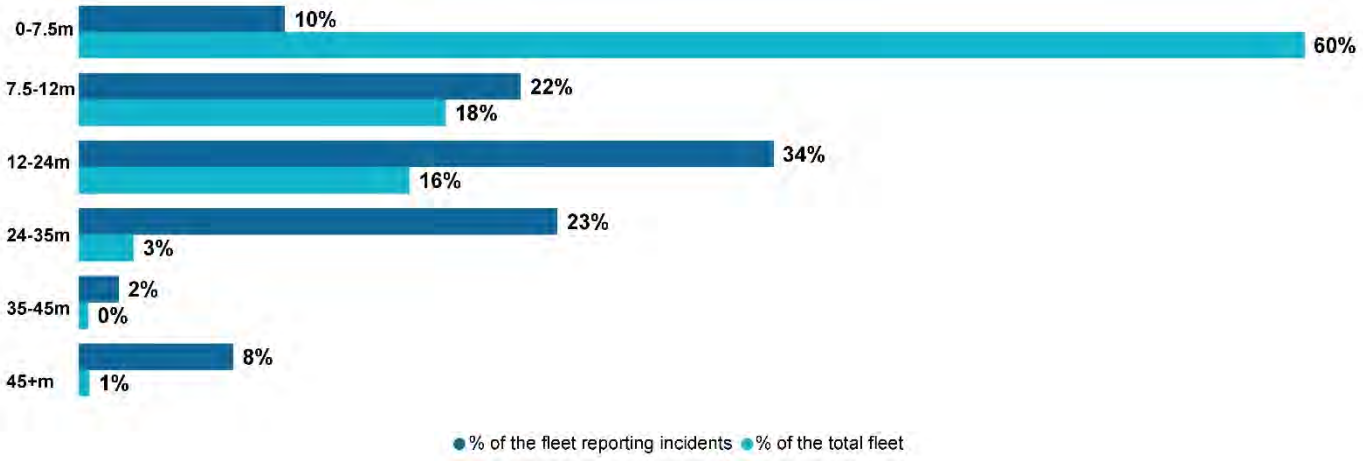

Figure 4: Proportion of marine incidents reported and vessels by length (2025)

Consequences to people

Fatalities

In 2025, four fatal DCV marine incidents occurred, resulting in four operational-related fatalities. These include:

- A floodwater evacuation response where the vessel capsized. All six occupants were ejected into the water, resulting in 1 person deceased.
- A crew fatality occurred during a fishing charter when the vessel capsized while crossing a coastal bar. The crew member was not wearing a lifejacket.
- A crew fatality occurred on a fishing vessel following a person overboard incident. Despite extensive search efforts, the missing crew member was not located. The crew member was not wearing a lifejacket.
- A commercial diver failed to surface. The diver was not located despite search efforts coordinated by AMSA.

Table 1: Fatal marine incidents and operational-related fatalities involving a DCV (2021-2025)

DCVs	2021	2022	2023	2024	2025
Fatal marine incidents	3	0	3	3	4
Fatalities	3	0	3	4	4

Between 2021 and 2025, there were 14 operational-related fatalities arising from 13 fatal marine incidents (Figure 5). From a jurisdictional perspective:

- Queensland recorded 6 fatalities.
- New South Wales accounted for 4 fatalities.
- South Australia recorded 2 fatalities from a single incident.
- Tasmania and Western Australia each recorded one fatality.

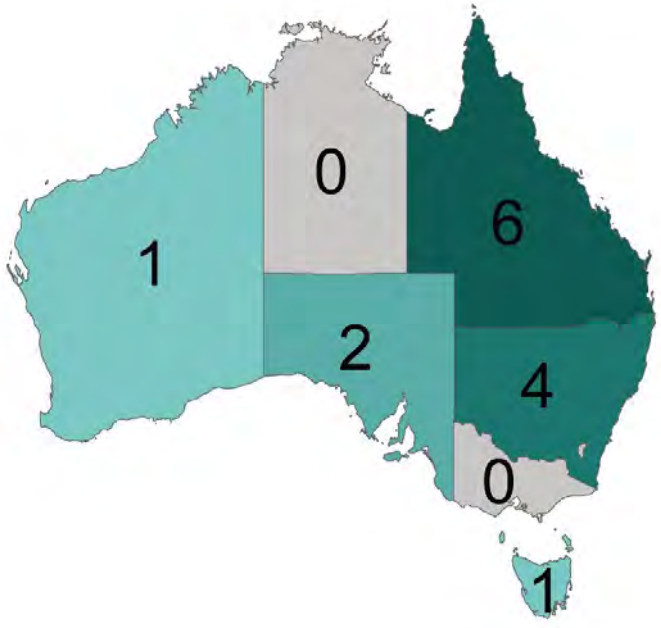

Figure 5: Number of fatalities by state (2021-2025)

The number of fatalities varied across vessel classes over the five-year period from 2021 to 2025. A total of 14 operational-related fatalities occurred on DCVs during this period, comprising nine crew

members, four passengers and one rescued person. Of these fatalities, six occurred on fishing vessels, as shown in Figure 6.

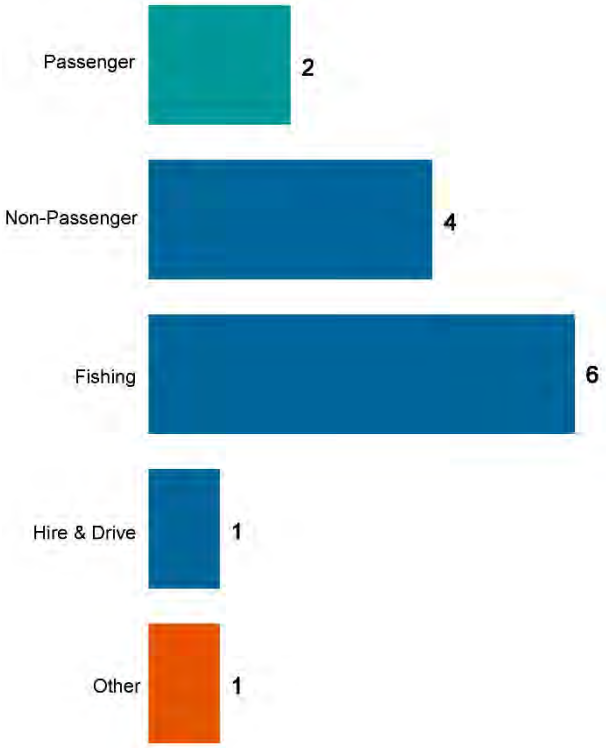

Figure 6: Fatalities by year and vessel class (2021-2025)

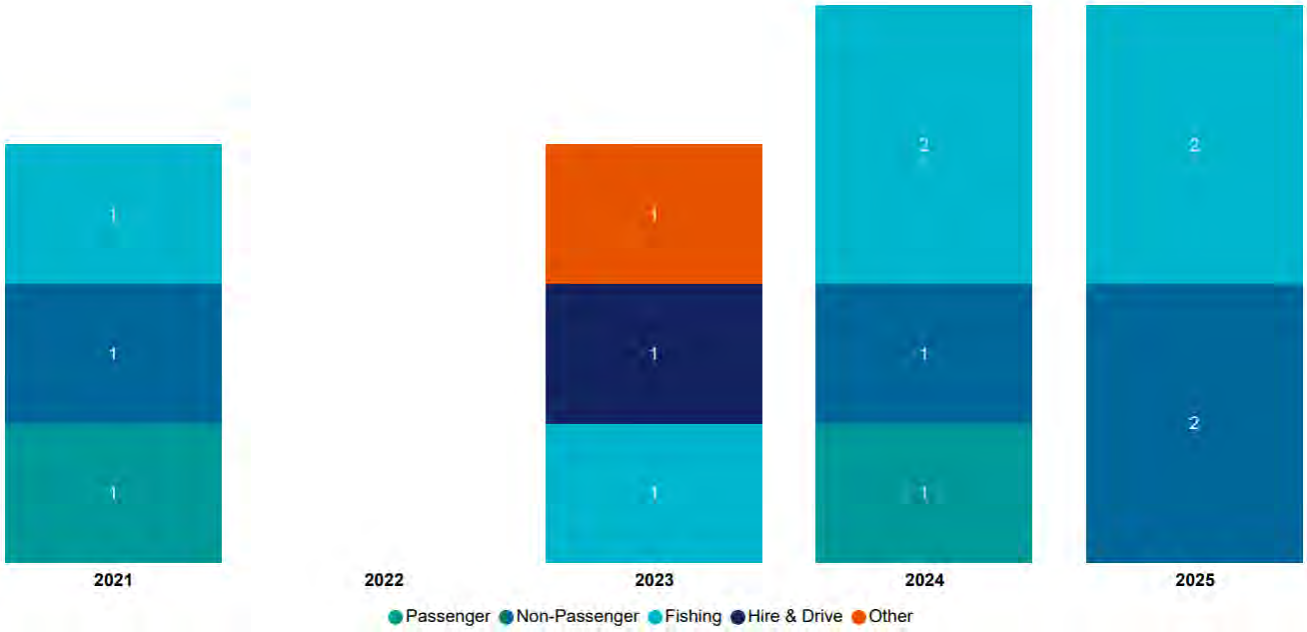

Figure 6A: Fatality trend by year and vessel class (2021-2025)

In 2025, the fatality rate (the number of fatalities per 100,000 crew employed on DCVs) was 4.5. This remains lower than the fatality rate for Agriculture, forestry & fishing and Transport, postal & warehousing reported in 2024[6] (Table 2).

Table 2: Fatality rate per 100,000 crew employed on DCVs compared to similar industries

Year of incident	Number of operational-related crew fatalities on DCV fatalities	DCV fatality rate per 100,000 crew[7]	Agriculture, forestry & fishing fatality rate per 100,000 workers	Transport, postal & warehousing fatality rate per 100,000 workers
2021	2	3	10.4	7.9
2022	0	0	14.7	9.5
2023	1	1.5	9.2	7.0
2024	3	4.5	13.7	7.4
2025	3	4.5	No data available as of yet[8]	No data available as of yet
Five-year average (2020-2024)	2.0	3.0	12.1	7.9
Five-year average (2021-2025)	**1.8**	**2.7**	**Not available as of yet**	**Not available as of yet**

[6] The actual number of fatalities must be considered when interpreting the fatality rates for this data due to the difference the size of the respective workforces. As noted on Work-related fatalities | Safe Work Australia by SafeWork Australia, fatality rates are sensitive to the number of people employed in the industry. In smaller industries that employ fewer employees (such as in the DCV fleet), a small variation in the number of fatalities produces an apparent larger variation in the fatality rate.

[7] Based on a calculated approximation of 66,000 crew engaged on domestic commercial vessels.

[8] 2025 statistics from SWA have not been published at the time of writing.

Injuries

Figure 7 shows the percentage of crew and passenger injuries between 2021 to 2025 as a proportion of all reported marine incidents. In 2025, 18% of reported marine incident involving DCVs resulted in an injury to a crew member or passenger.

Passenger injuries accounted for a smaller share of injuries, accounting for 8% of reported marine incidents in 2025.

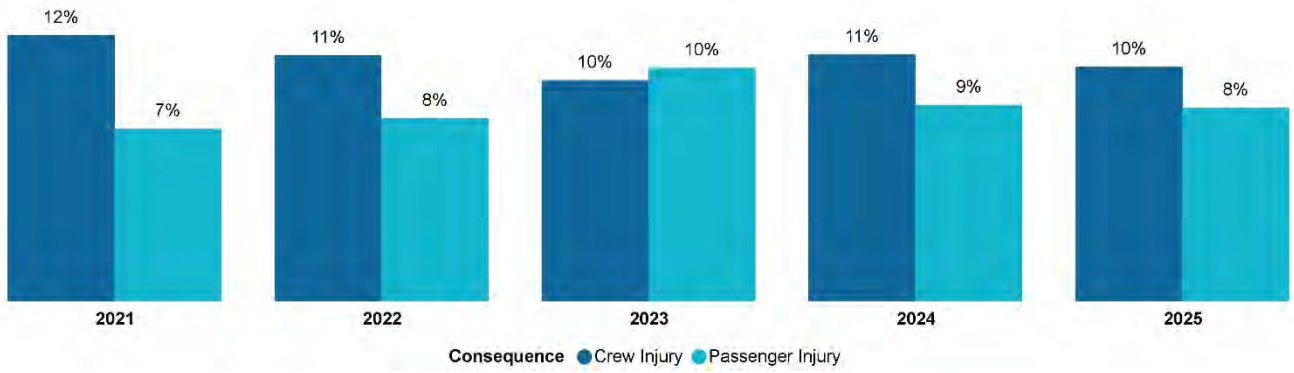

Figure 7: Reported injuries to crew and passengers as a proportion of all reported marine incidents (2021-2025).

Figure 8 shows the number of reported marine incidents by injury severity between 2021 and 2025. In 2025, a total of 40 marine incidents involved a serious injury, 23 involving crew members and 21 passengers (Table 3).[9]

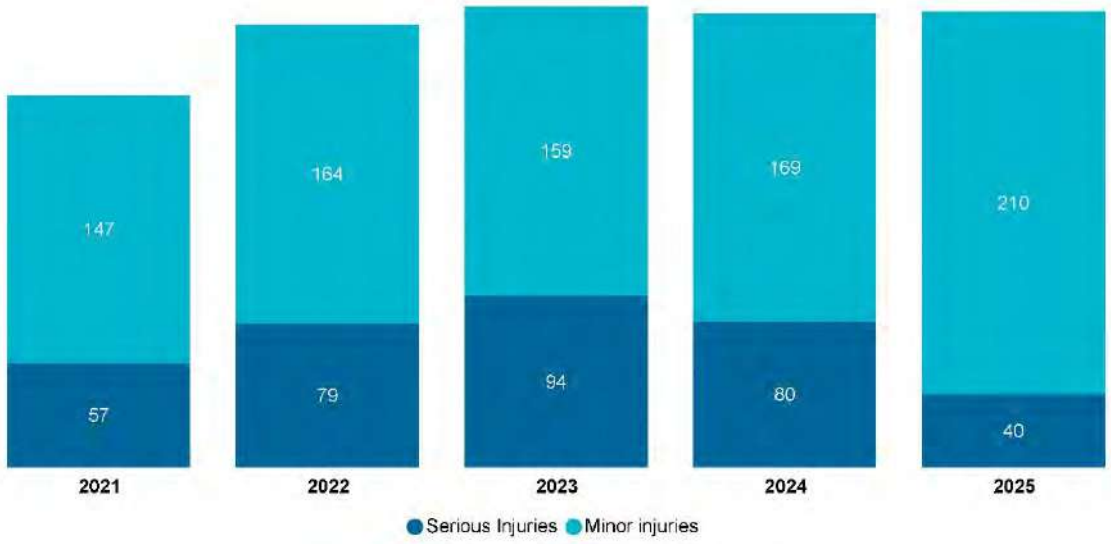

Figure 8: Reported marine incidents by injury severity and year (2021-2025).

[9] When interpreting Figure 8 and Table 3, it is important to note that some marine incidents involve injuries to both crew and passengers, meaning individual injury counts may exceed the total number of incidents involving a serious injury.

Table 3: Total crew and passenger injuries by injury severity and year (2021-2025)

Year	Crew Injury (total)	Crew Injury (serious)	Passenger Injury (total)	Passenger Injury (serious)
2021	110	40	72	17
2022	113	59	84	35
2023	108	52	114	44
2024	127	50	101	34
2025	125	23	103	21

Figure 9 shows the distribution of marine incident reports that involve serious injuries to crew and passengers by vessel class, in 2025:

- passenger vessels accounted for 33% (10 passengers; 3 crew) of serious injury reports. This proportion is a reduction from 2024, when passenger vessels also represented 45% of all serious injuries.
- non-passenger vessels reported 38% of serious injury incidents in 2025, an increase from 30% in 2024.
- fishing vessels accounted for 18% of serious injury incidents in 2025, representing an increase from 11% in 2024.
- hire & drive vessels reported 10% of serious injury incidents in 2025, reflecting a decrease compared with 2024, when they accounted for 14% of all serious injuries.

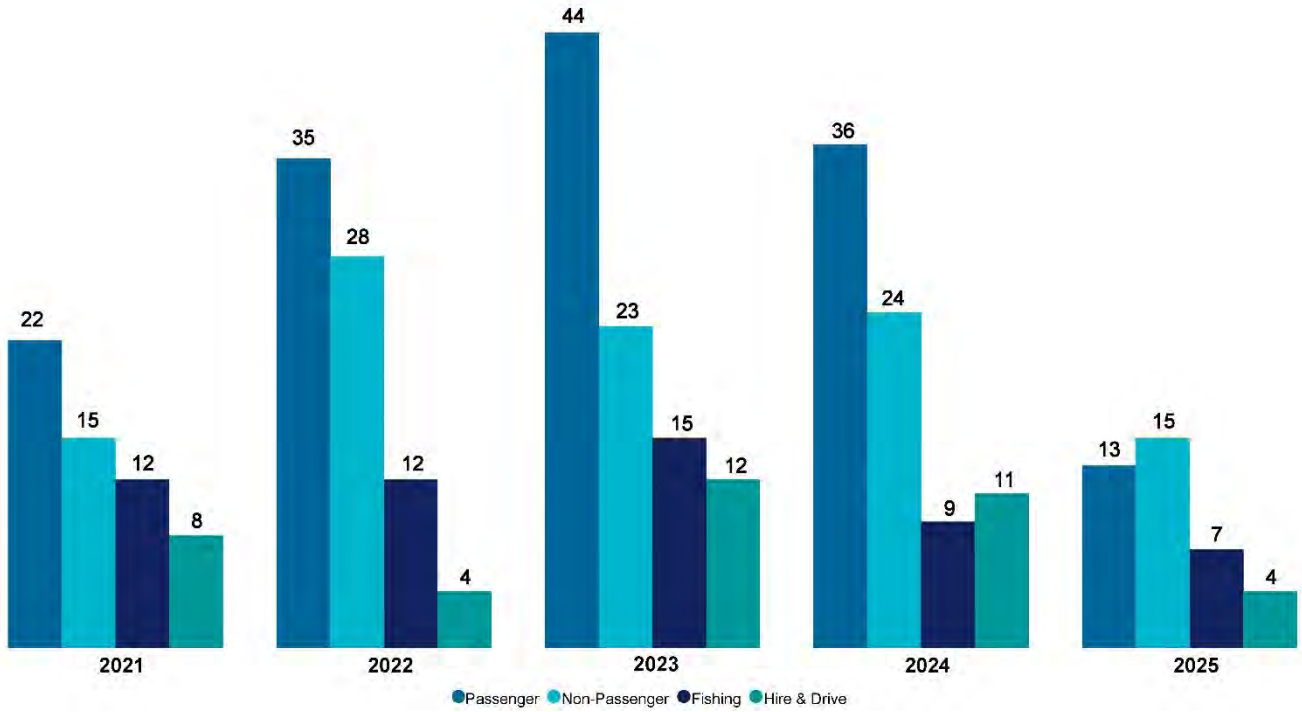

Figure 9: Marine incidents involving serious injuries by vessel class (2021-2025)

Most serious crew injuries reported in 2025 were associated with vessel control and navigation (9 marine incidents). Vessel control and navigation covers activities such as anchoring, towing, mooring, berthing/unberthing. This is followed by operational access (4) and weather and water conditions (4).

Most serious passenger injuries were associated with operation access (6), vessel control and navigation (6) and weather and water conditions (3). (Figure 10)

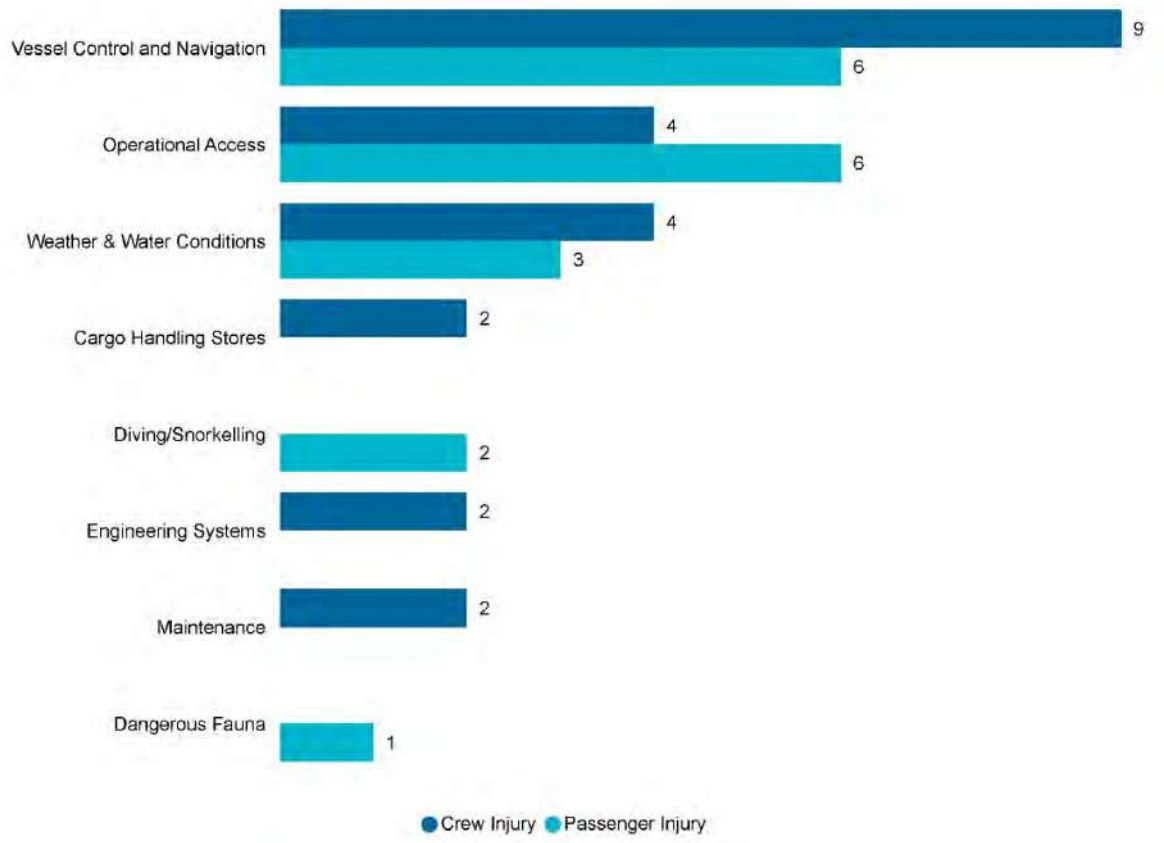

Figure 10: Top occurrences associated with serious crew and passenger injuries (2025)

Persons overboard

In 2025, AMSA received 92 reports of marine incidents involving persons overboard from DCVs representing an increase of 19% from 2024 (77) (Table 6[10]).

Table 6: Number of marine incidents involving person overboard for crew and passengers (2021-2025)

Persons Overboard	2021	2022	2023	2024	2025
Crew	29	38	46	30	54
Passenger	45	54	39	47	39
Person Overboard Marine Incidents	**74**	**88**	**82**	**77**	**92**

In 2025, AMSA received 539 marine incident reports from passenger vessels, of which 37 (7%) involved a person overboard. Non-passengers reported 499 marine incidents with 32 (6%) persons overboard. Fishing vessels reported 134 marine incidents with 15 (11%) persons overboard and hire-and-drive reported 53 marine incidents with 6 (11%) persons overboard. Figure 11 shows the number of persons overboard reported by class for 2025. Table A11 contains the breakdown of person overboard marine incidents reported by class between 2021-2025.

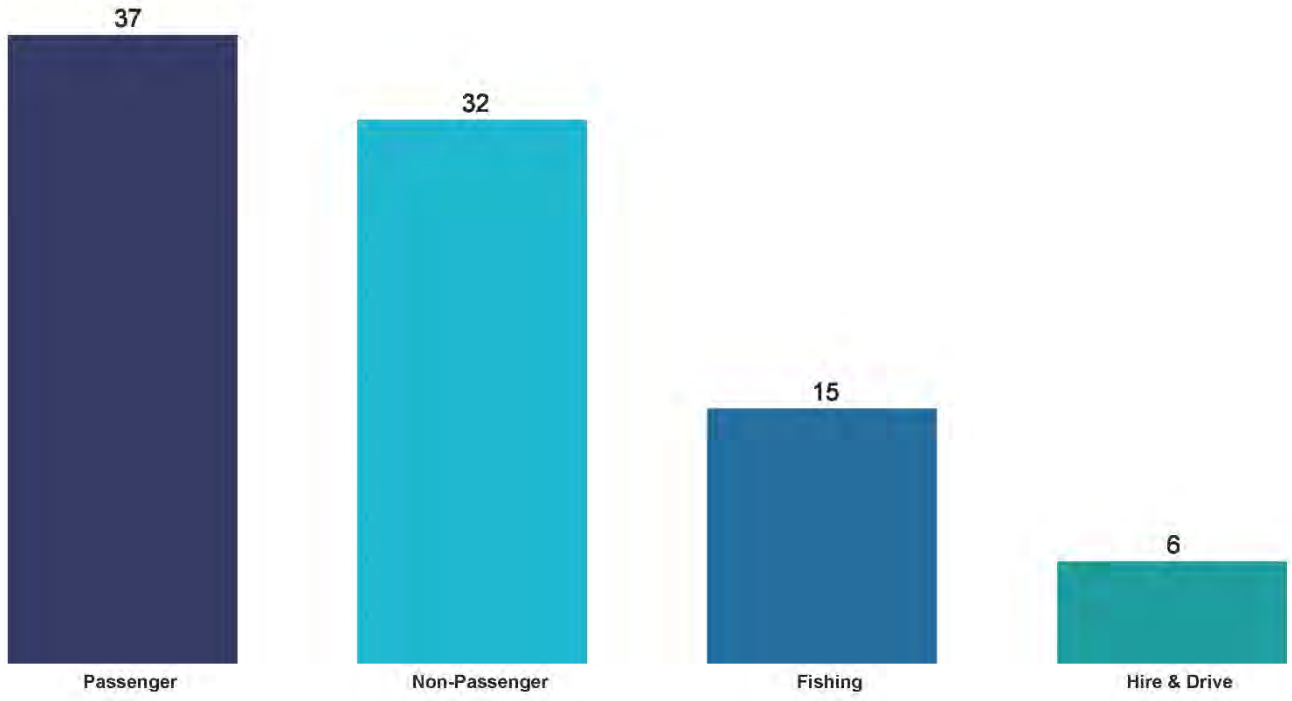

Figure 11: Marine incidents involving reported person overboard by vessel class (2025)

In 2025, there were 54 marine incidents involving crew overboard. Of these, 23 were wearing a lifejacket, 19 were confirmed as not wearing one, and 12 where it was unknown whether a lifejacket was worn. (Figure 12)

[10] When interpreting Table 6, it is important to note that some marine incidents may involve multiple crew and passengers overboard, meaning individual person overboard counts may exceed the total number of marine incidents.

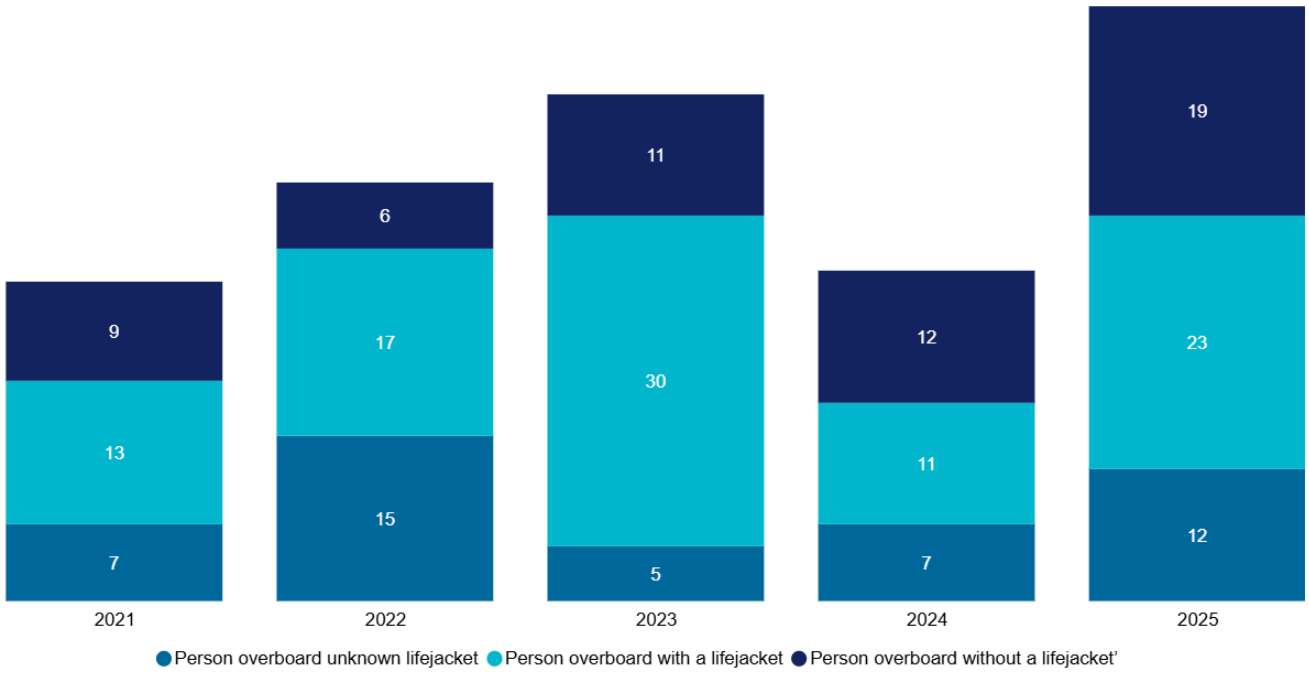

Figure 12: Crew overboard incidents by year (2021- 2025)

Figure 13 shows the percentage of crew overboard incidents by vessel length. Vessels under 7.5 metres comprise the majority of the fleet (60%) and account for the largest proportion of reported crew overboard occurrences (41%).

Vessels between 7.5 and 12 metres report crew overboard at a level broadly consistent with their fleet representation, accounting for 20% of reported occurrences compared with 18% of the fleet. In contrast, vessels between 12 and 24 metres are over-represented, comprising of 16% of the fleet while accounting for 29% of reported crew overboard. Vessels over 24 metres collectively account for approximately 10% of reported crew overboard occurrences and account for 4% of the fleet.

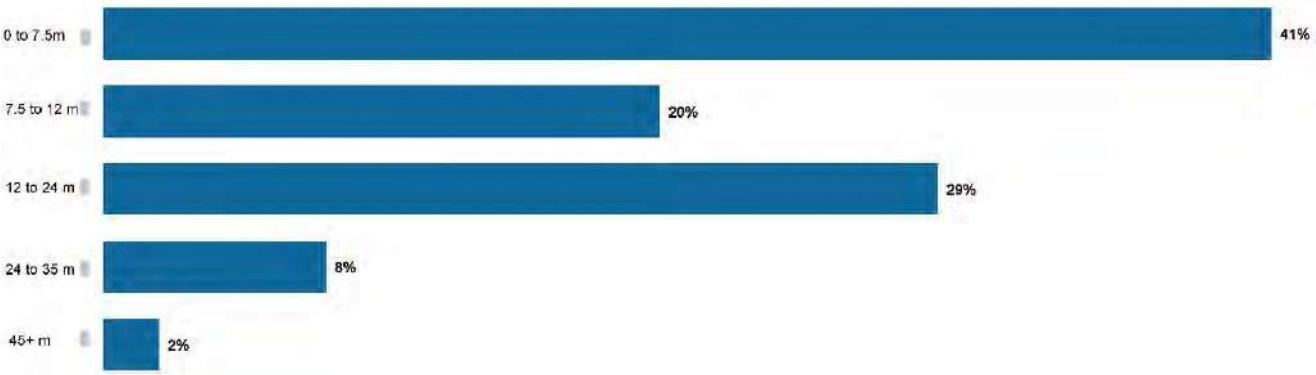

Figure 13: Proportion of DCV fleet and crew overboard incidents by vessel length (2025)

Consequences to vessels

In 2025, 50% of reported marine incidents (616 out of 1229) resulted in at least one vessel-related consequence. The three most frequently reported consequences were contact with something other than a vessel (152 marine incidents), collisions (112 marine incidents), and groundings (99 marine incidents) (Figure 14). Among marine incidents classified as very serious or serious, the most common consequences involved vessel collisions, grounding and listing or capsize.

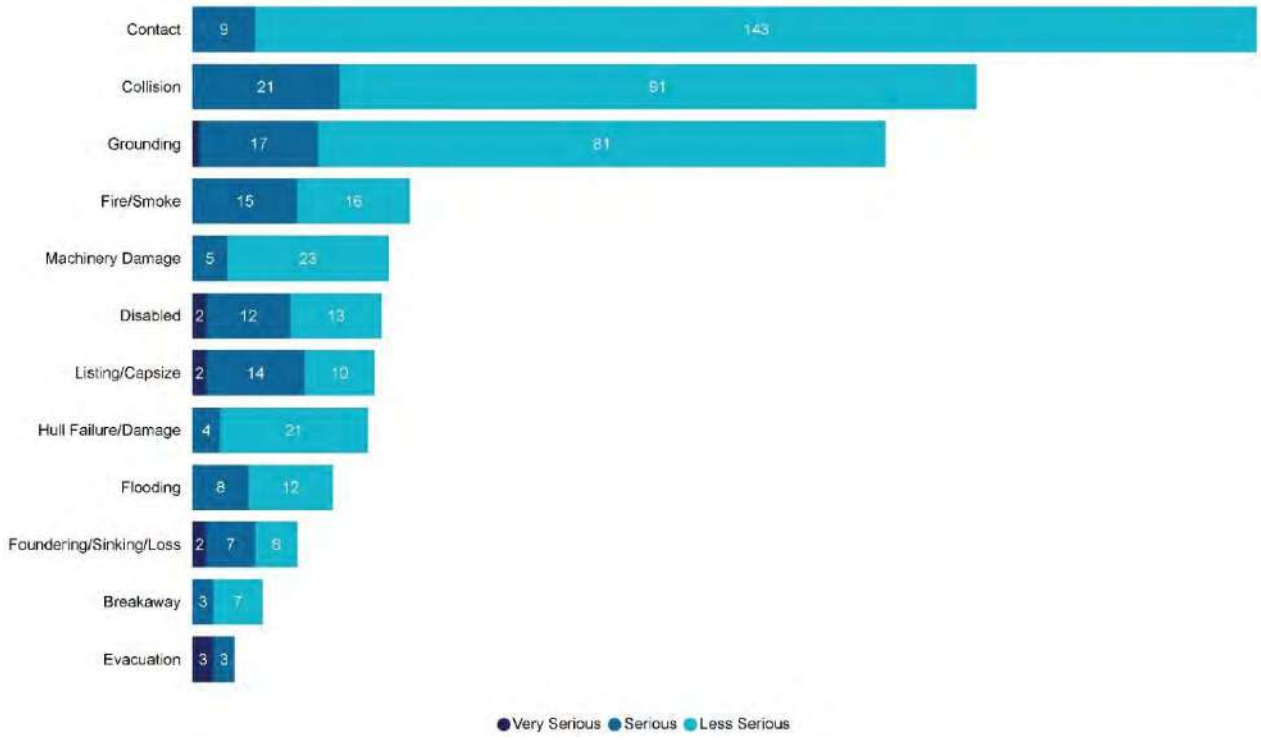

Figure 14: Vessel consequence categories by severity (2025)

Figure 15 shows the five-year trend (2021–2025) for very serious and serious collision, contact and grounding marine incidents. Contact incidents consistently accounted for the largest proportion of reported marine incidents across the period, despite declining in 2024 and 2025. Collision incidents show an overall consistent trend, remaining at 10% since 2023. The number of groundings has continued to decrease, after reaching a peak in 2022.

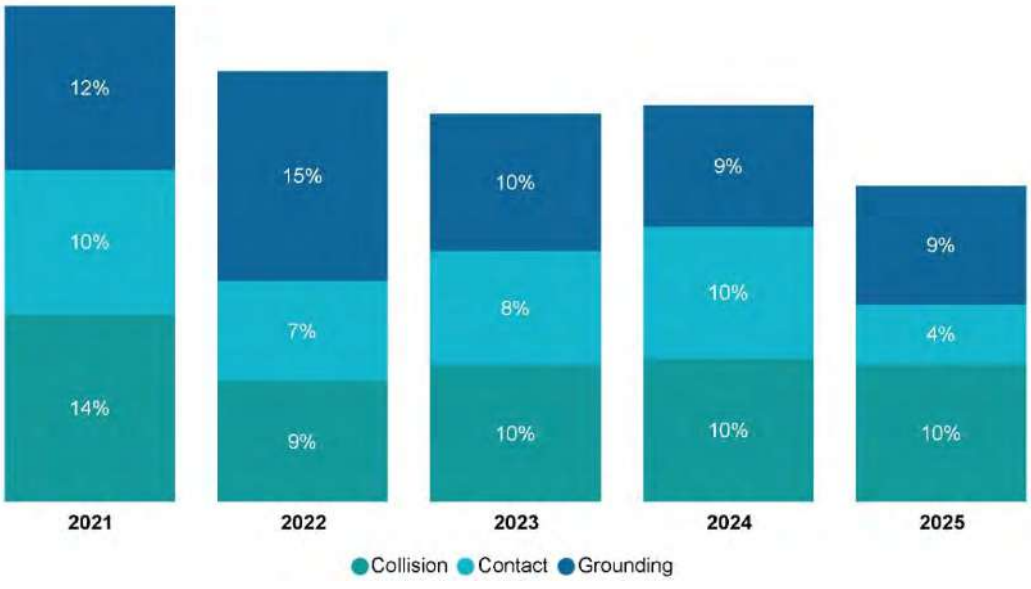

Figure 15: Five-year trend in top 3 vessel consequences (2021-2025)

Trends in operational occurrence types

In 2025, 53% of marine incidents involved an operational shortfall (646/1229 marine incidents). Figure 16 shows the operational occurrences in 2025 by severity. Of the 646 operational occurrences, 73% (472) were associated with vessel control and navigation. These comprise of 3 very serious, 76 serious and 393 less serious incidents.

Other operational shortfalls accounted for considerably fewer marine incidents. Operational access recorded 49 marine incidents (18 serious and 31 less serious) while communication accounted for 45 marine incidents, majority of which are less serious (37 marine incidents).

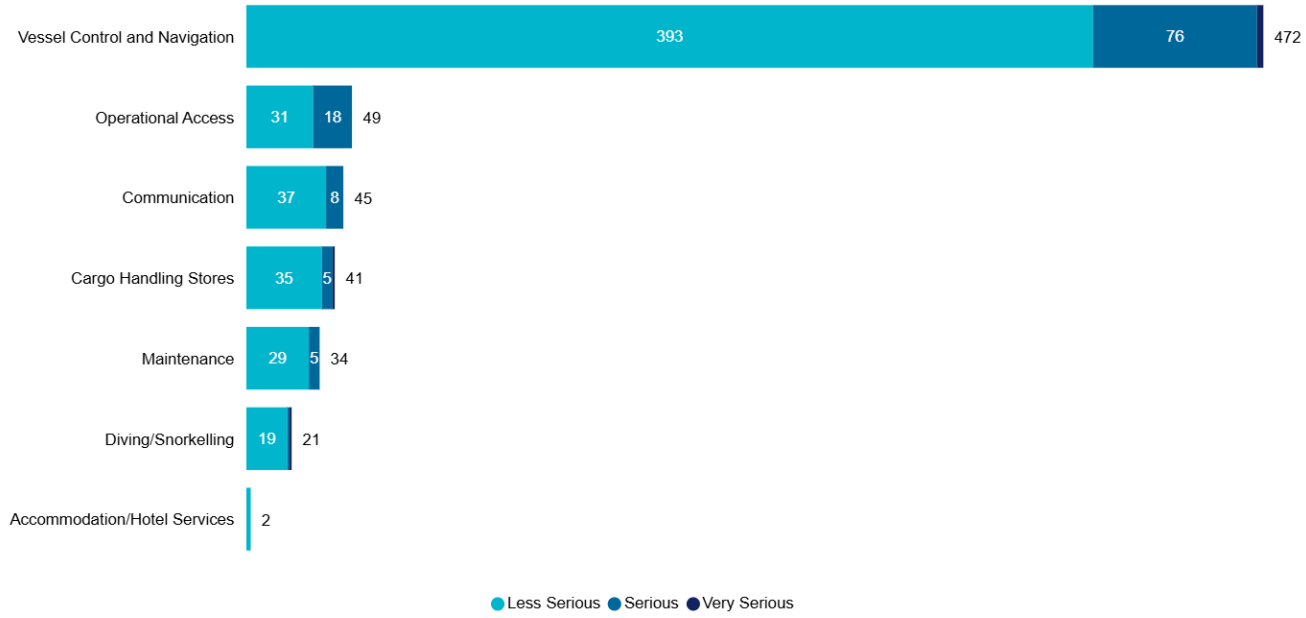

Figure 16: Top operational occurrence types by severity (2025)

Figure 17 shows the distribution of operational occurrences within the vessel control and navigation category for 2025. Over this period, lookout and collision avoidance was the most frequently recorded issue, accounting for 152 of 472 vessel control and navigation occurrences (32%). This was followed by berthing and unberthing, which comprised of 85 occurrences (18%), and vessel handling and loss of control, accounting for 84 occurrences (18%).

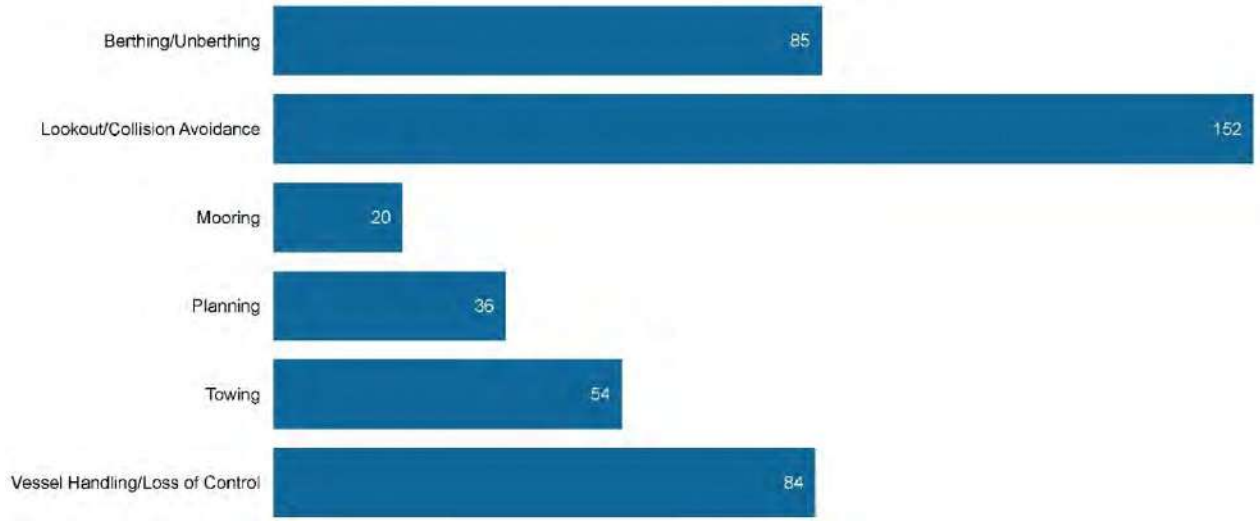

Figure 17: Sub-elements under vessel control and navigation (2025)

Trends in technical occurrence types

In 2025, 24% of marine incidents were associated with a technical failure (299 of 1229 marine incidents). Figure 18 shows the four most frequently reported technical occurrences by year.

Of the 299 technical failures in 2025, almost half (49% or 146 occurrences) were related to power, propulsion and steering systems. This was followed by engineering systems, which accounted for 29% (87 occurrences). Vessel systems represented 11% (33 occurrences), while structural failures accounted for a small proportion (2% or 7 occurrences).

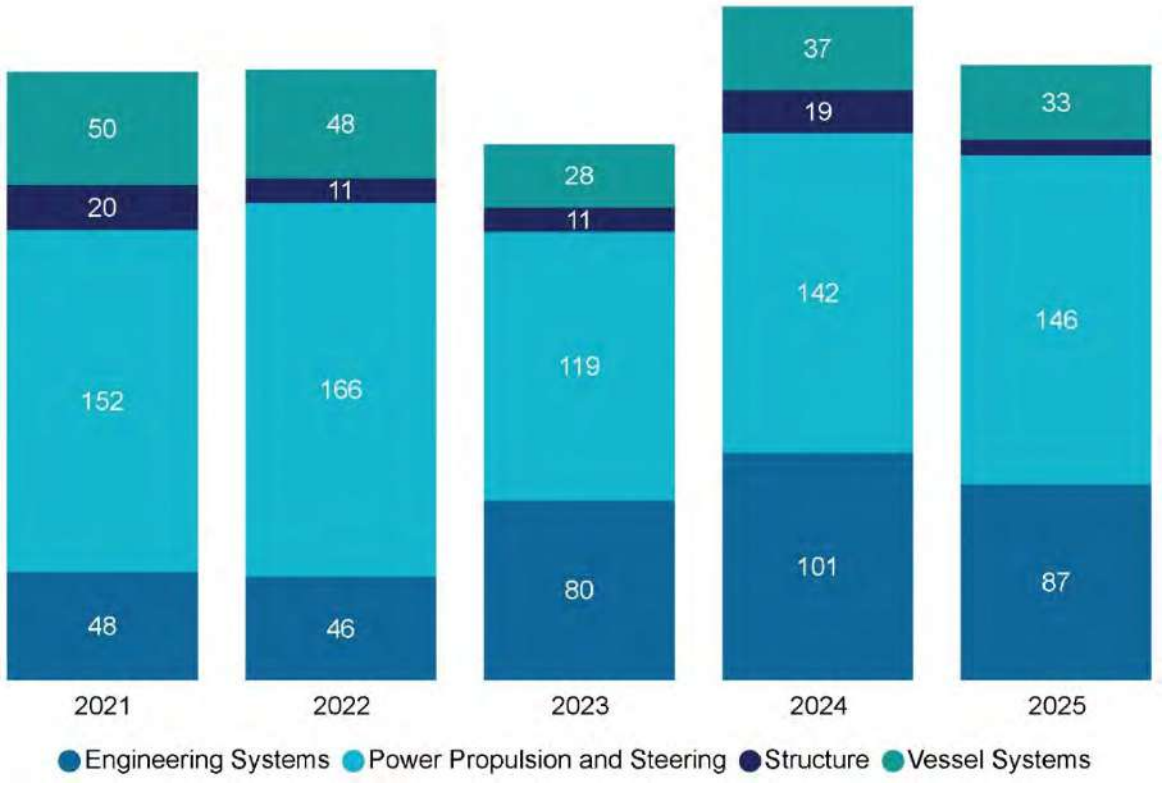

Figure 18: Top four technical occurrences by year (2021-2025)

In 2025, the majority of power, propulsion and steering failures were associated with main engine and gearing failures, accounting for 53% (77 out of 146 occurrences). This was followed by steering gear failures at 20% (29 occurrences) of reported failures (Figure 19).

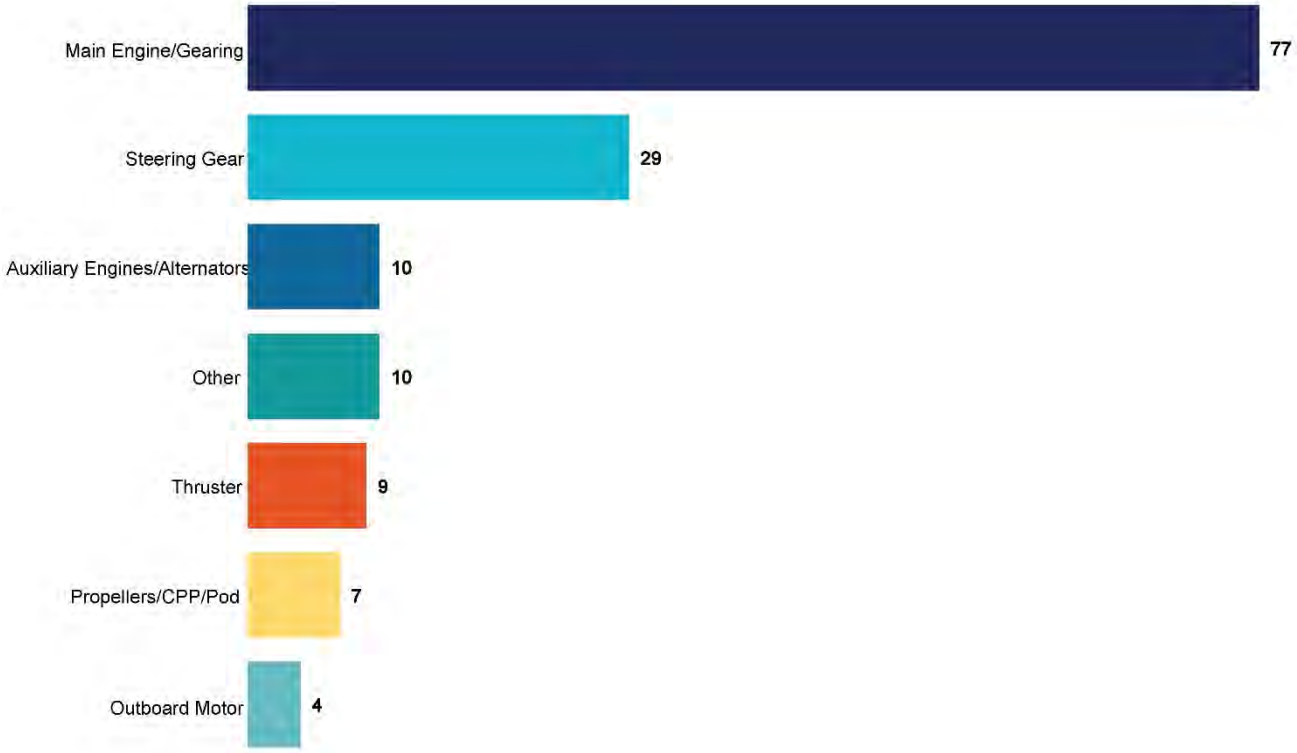

Figure 19: Power, propulsion, and steering failure occurrence types (2025)

Foreign-flagged and regulated Australian vessels

Marine incident trends

In 2025, AMSA received a total of 249 reports of marine incidents involving RAVs. These reports comprised of 25 serious and 224 less serious marine incidents[11].

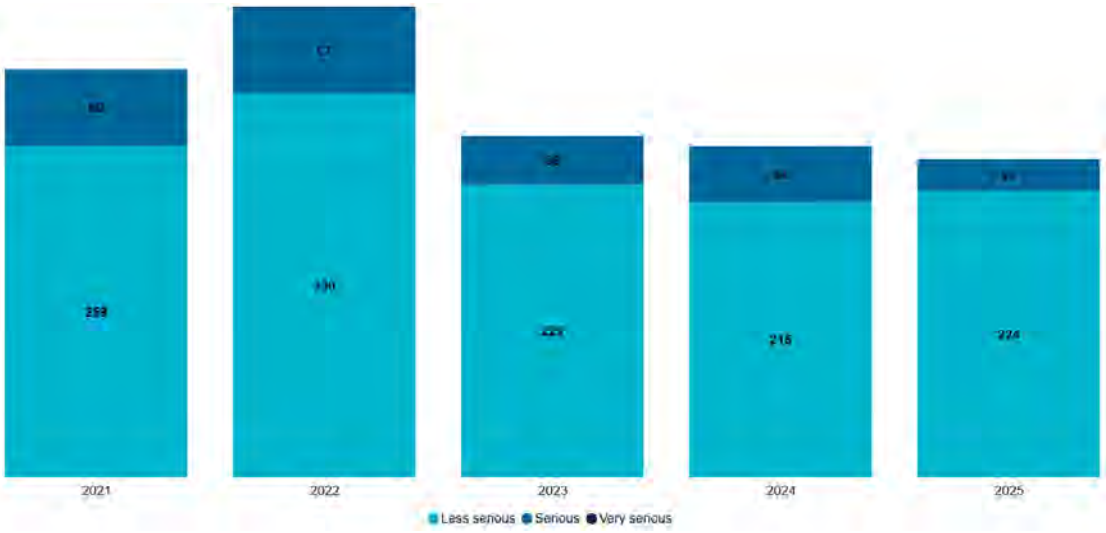

Figure 20: RAV reported marine incidents by year and severity (2021-2025)

[11] From 1 January 2025, low-risk technical defects for FFVs and RAVs are no longer captured through the marine incident reporting process. The reduction in reported marine incidents in 2025 is likely attributable to this classification change. This change improves the accuracy and integrity of marine incident reporting and enables greater focus on analysing trends associated with marine incidents. In 2025, approximately 1272 defect reports were excluded from marine incident statistics under the revised classification.

Figure 21 shows the total number of reported of marine incidents[12] involving FFVs by severity. In 2025, 2697 FFV marine incidents were recorded, comprising 150 serious and 2547 less serious.

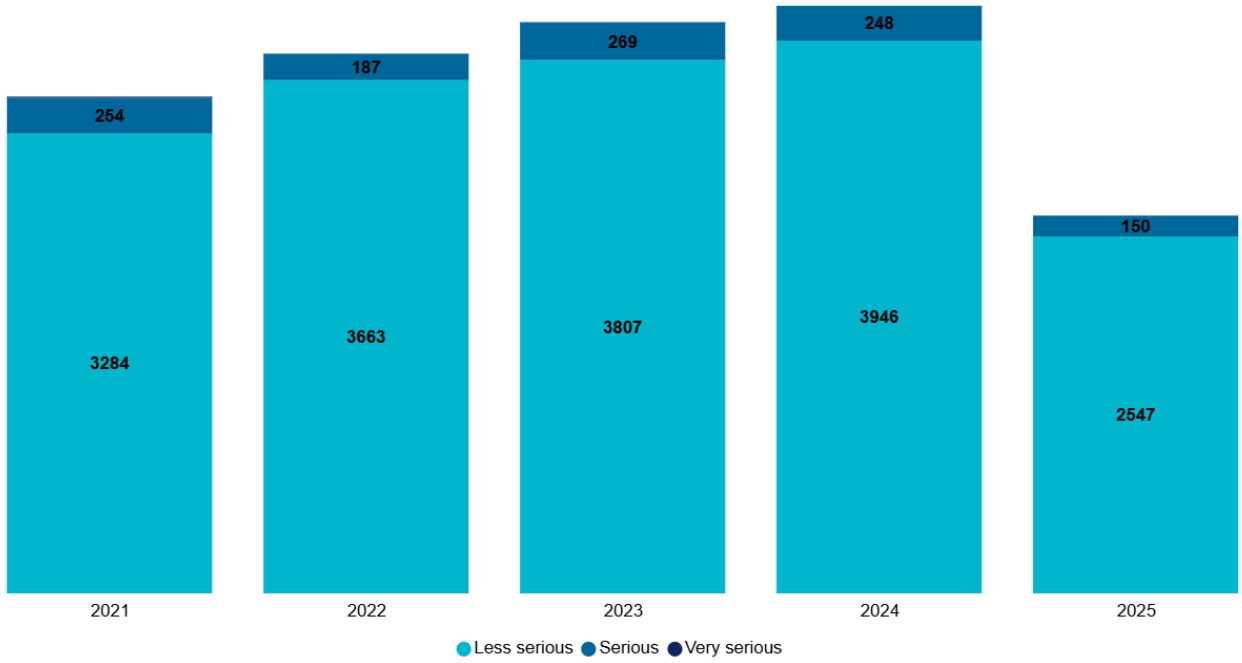

Figure 21: FFV reported marine incidents by year and severity (2021 - 2025)

[12] Prior to 1 January 2025, the total number of marine incidents include defect reports.

Consistent with port arrivals data[13] most marine incident reports from FFVs in 2025 were from bulk carriers. Bulk carriers, which account for 55% of foreign flag arrivals, reported 60% of marine incidents in 2025 (Figure 22). Container vessels, which account for 14% of foreign flag arrivals, reported 15% of marine incidents in 2025. Similarly, general cargo/multi-purpose ships accounted for 5% of arrivals and 6% of reported marine incidents.

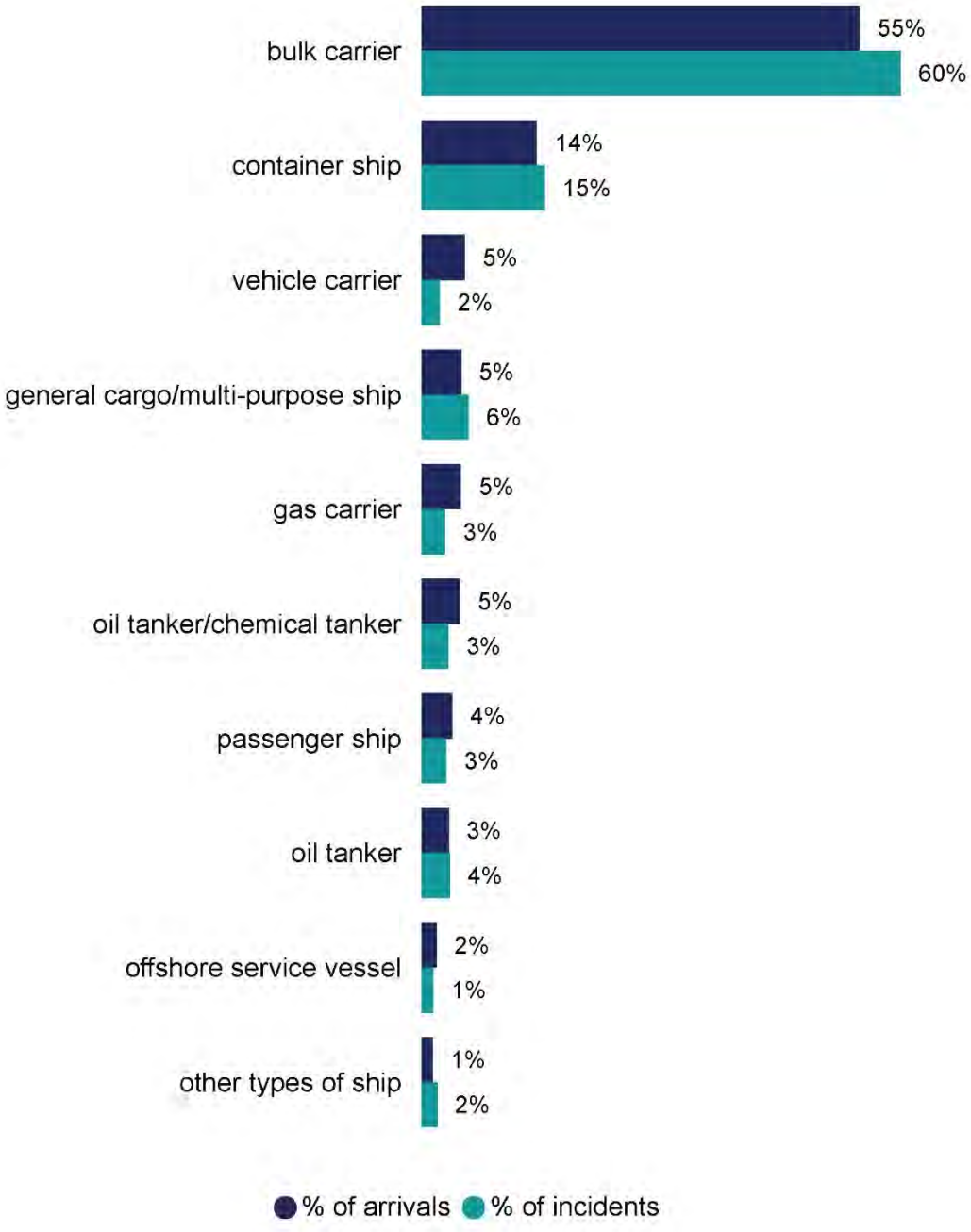

Figure 22: Distribution of FF vessel marine incidents and vessel arrivals in 2025 by vessel type

[13] https://www.amsa.gov.au/inspections-annual-report-2025

Consequences to people

Consequence refers to the impact or outcome of a marine incident, and may include consequences to the vessel, persons on the vessel, the environment, or infrastructure. This section focuses on people consequences, including fatalities and injuries.

Fatalities

In 2025, there were no operational-related fatalities on FFV and RAVs. Detailed reporting on vessel crew fatalities is contained in the Maritime Labour Convention Annual Report 2025.[14]

Injuries

In 2025, 34 injuries (28 crew and 6 passengers) were reported from marine incidents involving RAVs. Crew injuries accounted for 11% of RAV marine incidents where an injury was reported, while passenger injuries accounted for 2%. (Table 7). Reported passenger injuries were not related to the operation of the vessel and mainly occurred from recreational activities onboard (such as sport and entertainment) and slips, trips and falls not attributable to access, operations or handling of the vessel.

Table 7: RAV marine incidents that include a reported injury to a crew member or passenger, total and as a proportion of all incidents 2021-2025.

Year	Crew Injuries	% of marine incidents associated with crew injury	Passenger injuries	% of marine incidents associated with passenger injury
2021	54	17%	4	1%
2022	49	13%	1	0.3%
2023	32	12%	3	1%
2024	40	15%	5	2%
2025	28	11%	6	2%

In 2025, 172 injuries (comprising of 145 crew and 27 passengers) were reported from marine incidents involving FFVs. Crew injuries accounted for 5% of FFV marine incidents in which an injury was reported, while passenger injuries accounted for 1% (Table 8).

[14] The MLC Annual2025 report contains a detailed breakdown of seafarer fatalities on RAVs and FF vessels in Australian waters including person overboard incidents. https://www.amsa.gov.au/maritime-labour-convention-annual-report-2024

Table 8: FFV marine incidents that include a reported injury to a crew member or passenger, total and as a proportion of all incidents 2021-2025.

Year	Crew Injuries	% of marine incidents associated with crew injury	Passenger injuries	% of marine incidents associated with passenger injury
2021	163	5%	1	0%
2022	130	3%	18	0.5%
2023	157	4%	95	2%
2024	166	4%	87	2%
2025	145	5%	27	1%

In 2025, a total of 51 serious injuries were reported involving FFV and RAVs, comprising 46 crew and 5 passenger injuries. (Table 9).

Table 9: Number of marine incidents that involved serious crew and passenger injuries by year (2021-2025)

Serious Injuries	2021	2022	2023	2024	2025
Crew	78	61	79	79	46
Passenger	1	3	6	2	5
Total	**79**	**64**	**85**	**81**	**51**

Most crew injuries were associated with maintenance activities, accounting for 31% (53 out 173 injuries), of which 8.6% (15 injuries) were classified as serious. This was followed by operational access, which accounted for 17% of injuries, including 10 serious injuries. Cargo and stores handling was the third largest source of crew injuries, accounting for 14% (25 injuries), with 10 classified as serious (Figure 23).

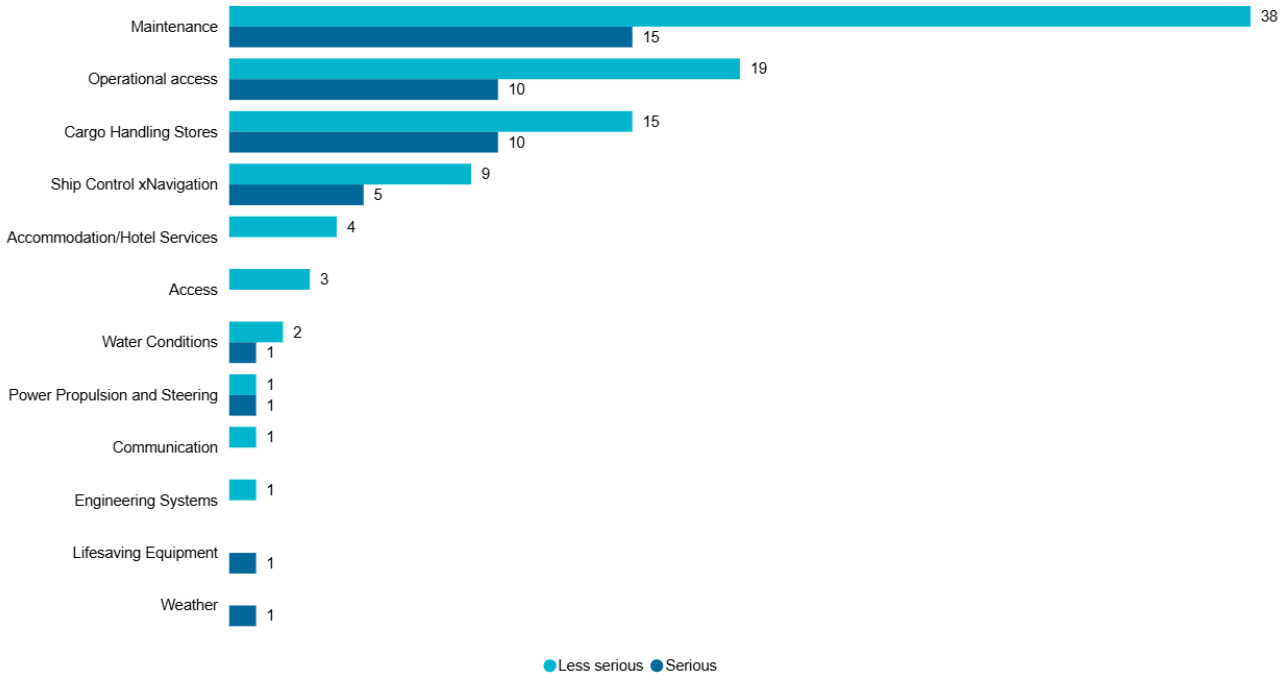

Figure 23: Activity associated with crew injury FF and RAV (2025)

Consequences to vessels

Vessel consequences are the impacts or outcomes to the vessel itself resulting from a marine incident, such as damage, disablement, system impairment or loss. In 2025, 10% (296 out of 2946) of marine incidents reported involved a vessel consequence.

Out of the 296 reported vessel consequences in 2025, the most recorded consequences were:

Table 10: Top vessel consequences (2025)

Consequence	Percentage (number)
Contact	19% (57)
Machinery damage	6% (18)
Hull damage	5% (16)
Disabled	3% (10)
Fire machinery/workspace	3% (9)
Grounding	3% (9)
Collision	3% (8)

Figure 24 shows the most frequently reported vessel consequences by year from 2021 to 2025. Over the five-year period, contact, machinery damage and vessel disablement were the most common consequences

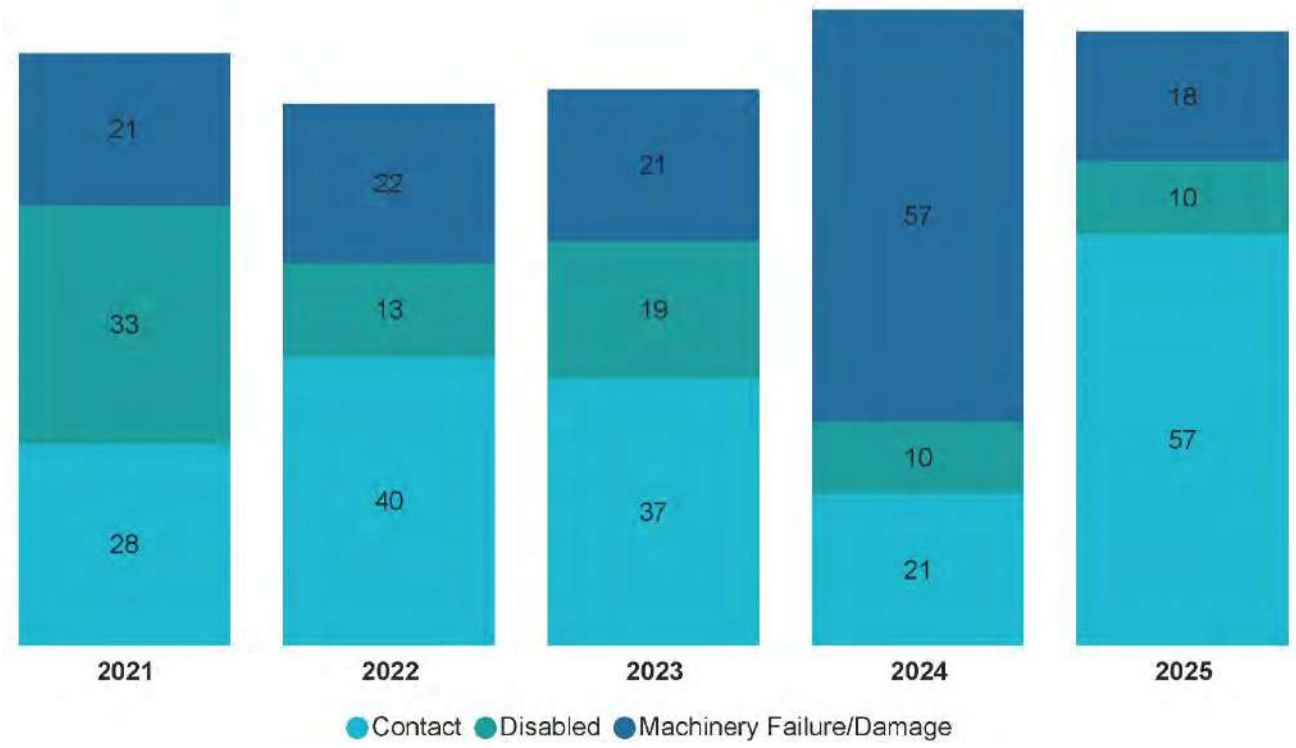

Figure 24: Top 3 vessel consequences, FF and RAV (2021-2025)

Trends in operational occurrence types

Figure 25 shows the top 6 operational occurrence types for FFVs and RAVs in 2025. In 2025, 14% of marine incidents involved an operational shortfall (416/2946 marine incidents). Figure 25 shows the operational occurrences in 2025. Of the 416 operational occurrences, 33% (137) were associated with vessel control and navigation. Cargo handling stores recorded 123 marine incidents (30%) while maintenance accounted for 84 (20%) marine incidents.

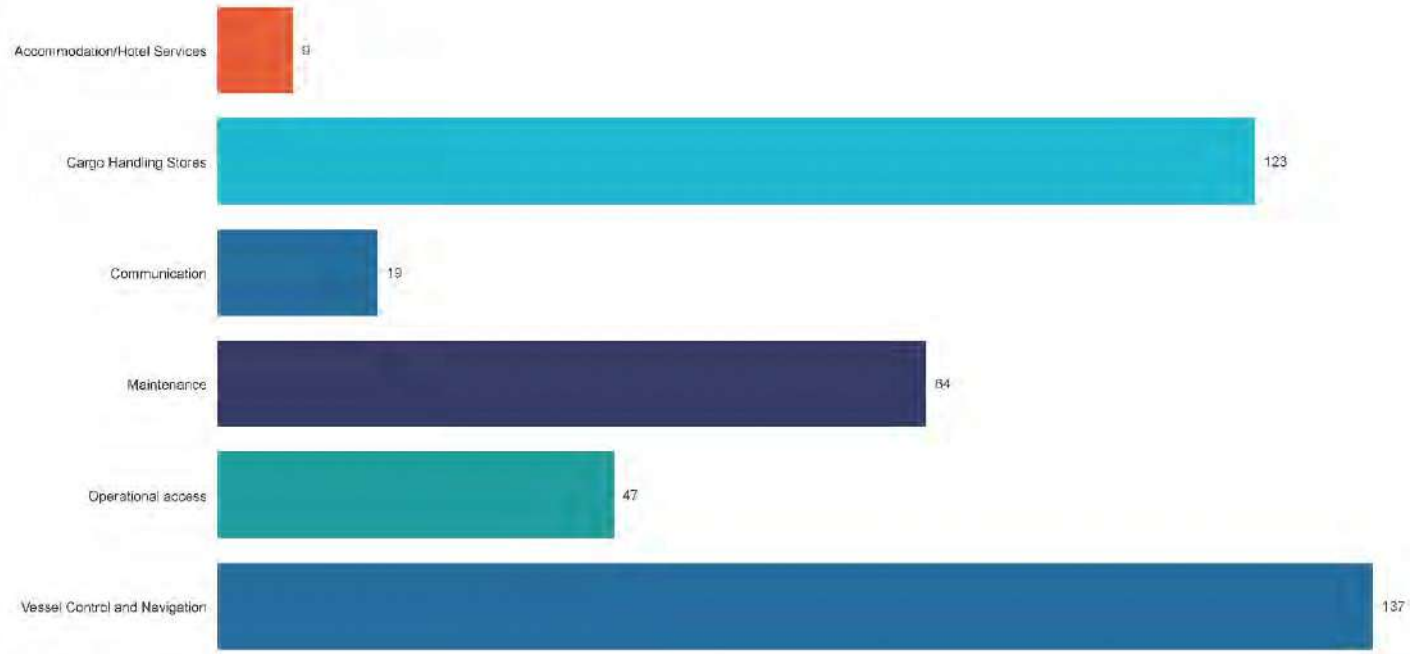

Figure 25: Top 6 operational occurrence types, FF and RAV (2025)

Figure 26 shows the most frequent very serious and serious sub-elements associated with operational occurrences in 2025. The most frequent is related to maintenance of fixed equipment such as the main engine, accounting for 6 occurrences. This was followed by loading/unloading activities (5 occurrences) and then berthing/unberthing operations (5 occurrences).

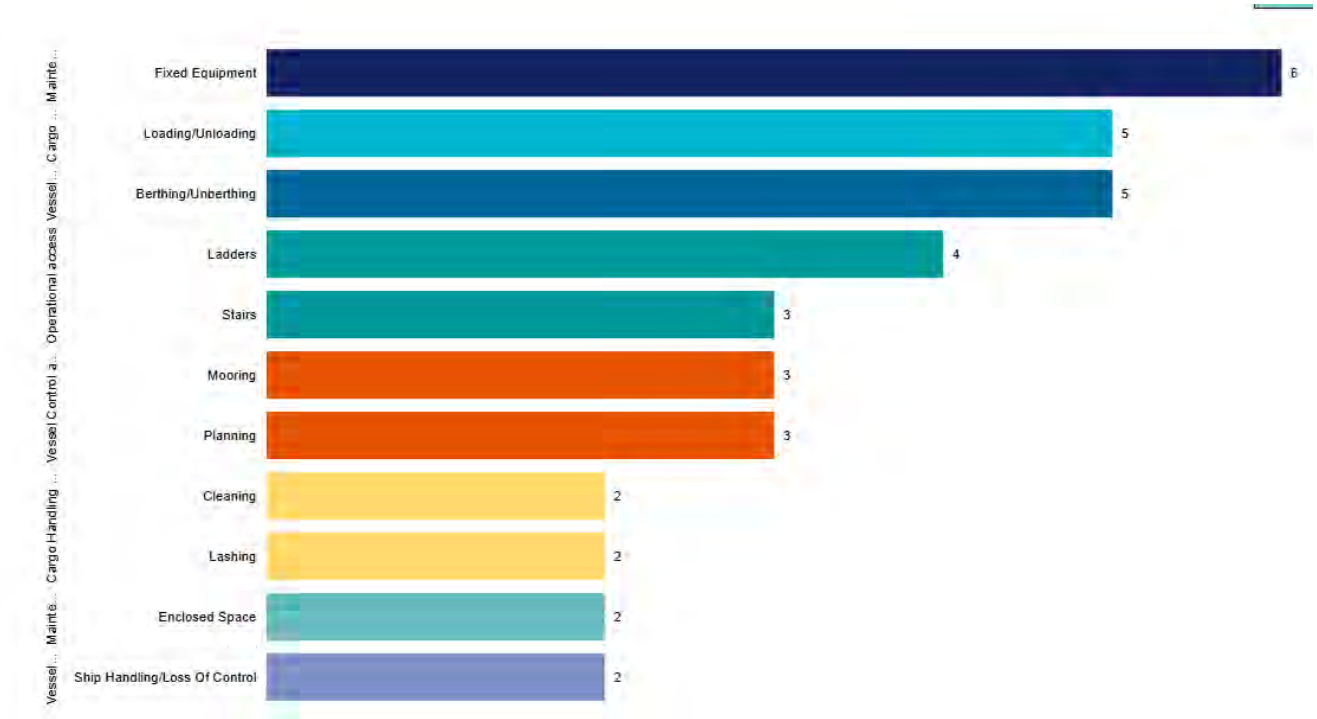

Figure 26: Top 10 operational occurrence types categorised as very serious/serious, FF and RAV (2025)

Trends in technical occurrence types

Figure 28 shows the most frequent technical occurrence types for 2025. Power propulsion and steering failures accounted for the largest proportion, with 664 occurrences, making them the predominant technical issue during the year.

This is followed by engineering systems failures, which comprised 492 occurrence and vessel systems, the third most frequent technical occurrence, with 330 reported in 2025.

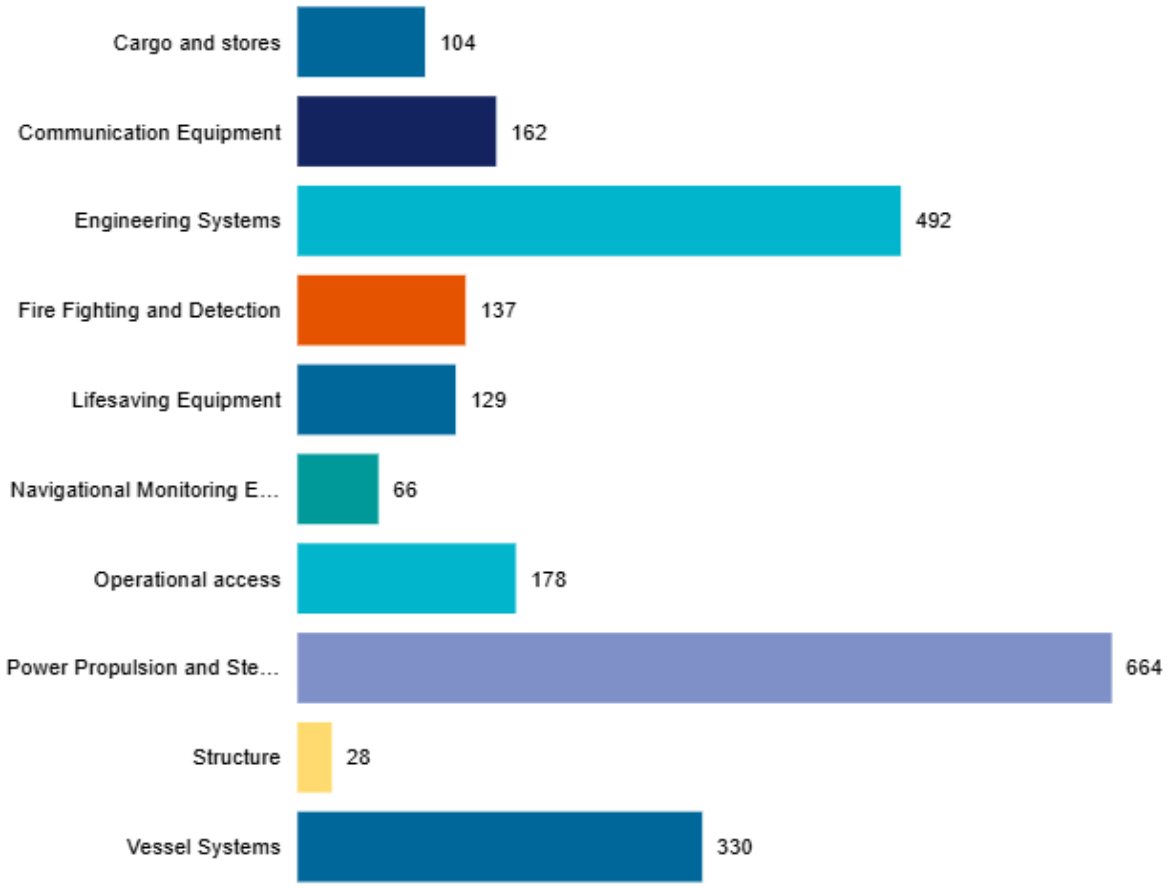

Figure 28: Top 10 technical occurrence types, FF and RAV (2025)

Figure 29 shows the top technical occurrence sub-element types categorised as very serious/serious in 2025, with main engine/gearing related failures being the most frequent occurrences (66), followed by auxiliary engines/alternators (10) and electrical and steering gear (5 each).

Figure 29: Top 6 technical occurrence type sub-element failures categorised as very serious/serious, FF and RAV 2025

Appendix – Further supporting data

Table A1 (supporting Figure 1)**:** Total number of marine incidents reported by FFVs, RAVs and DCVs (2021-2025)
Note: From 1 January 2025, defects are no longer captured under the marine incident process.

Vessel type	2021	2022	2023	2024	2025
FFVs	3546	3853	4078	4195	2697
RAVs	319	368	267	259	249
DCVs	962	1060	1127	1186	1229
Total	**4826**	**5281**	**5471**	**5639**	**4174**

Table A2 (supporting Figure 2)**:** Number of DCV marine incidents by severity (2021-2025)

Severity	2021	2022	2023	2024	2025
Very serious	9	8	7	6	7
Serious	278	255	296	245	203
Less serious	675	797	824	935	1019
Total	**962**	**1060**	**1127**	**1186**	**1229**

Table A3 (supporting Figure 3): Percentage of marine incidents reported compared to the percentage of the fleet by class showing 2024 and 2025 data

Class	% of marine incidents reported in 2024	% of marine incidents reported in 2025	% of the fleet
Passenger	46%	46%	9%
Non-passenger	38%	40%	52%
Fishing	10%	11%	25%
Hire & drive	5%	3%	14%

Table A4 (supporting Figure 4): Proportion of marine incidents reported and vessels by length for 2025

Measured Length Groups	% of the fleet **reporting incidents**	% of the total fleet
0-7.5m	10%	60%
7.5-12m	22%	18%
12-24m	34%	16%
24-35m	23%	3%
35-45m	2%	1%

Measured Length Groups	% of the fleet **reporting incidents**	% of the total fleet
45+m	8%	1%

Table A5 (supporting Figure 5): Number of fatalities by state for 2025

State	2021	2022	2023	2024	2025	Total
NSW	1	0	1	2	0	4
QLD	0	0	2	2	4	6
SA	0	0	0	2	0	2
WA	1	0	0	0	0	1
TAS	1	0	0	0	0	1

Table A6 (supporting Figure 6): Number of fatalities by year and vessel class (2021-2025)

Year	Passenger	Non-Passenger	Fishing	Hire & Drive	Other
2021	1	1	1		
2022					
2023			1	1	1
2024	1	1	2		
2025		2	2		

Table A7 (supporting Figure 7): Reported injuries to crew and passengers as a proportion of all reported marine incidents (2021-2025)

Year	Crew Injury	Passenger Injury
2021	11.5%	7.5%
2022	10.7%	7.9%
2023	9.6%	10.1%
2024	10.7%	8.5%
2025	10.2%	8.4%

Table A8 (supporting Figure 8): Reported marine incidents by injuries severity and year (2021-2025).

Year	Serious Injuries	Minor Injuries
2021	57	147
2022	79	164

Year	Serious Injuries	Minor Injuries
2023	94	159
2024	80	169
2025	40	210

Table A9 (supporting Figure 9): Marine incidents involving serious injuries by vessel class (2021-2025)

Year	Passenger	Non-Passenger	Fishing	Hire & Drive
2021	22	15	12	8
2022	35	28	12	4
2023	44	23	15	12
2024	36	24	9	11
2025	13	15	7	4

Top occurrences associated with serious crew and passenger injuries (2025)

Table A10 (supporting Figure 10): Top occurrence types associated with serious crew and passenger injuries for 2025

Occurrence type	Serious Crew Injury	Serious Passenger Injury
Vessel Control & Navigation	9	6
Operational Access	4	6
Weather &Water Conditions	4	3
Cargo Handling Stores	2	
Diving/Snorkelling		2
Maintenance	2	
Engineering Systems	2	
Dangerous Fauna		1

Table A11 (supporting Figure 11): Marine incidents involving reported person overboard by vessel class (2025)

	2021		2022		2023		2024		2025	
Vessel Class	**POB**	**Total**	**POB**	**Total**	**POB**	**Total**	**POB**	**Total**	**POB**	**Total**
Passenger	33	398	38	500	36	504	30	522	37	539
Non-passenger	19	377	27	369	30	408	25	460	32	499

	2021		2022		2023		2024		2025	
Fishing	9	110	9	114	8	122	8	123	15	134
Hire & drive	13	77	14	77	7	82	14	79	6	53
Unknown	0	0	0	0	1	5	0	2	2	4

Table A12 (supporting Figure 12): Number of crew overboard incidents by lifejacket wear status (2021-2025)

Year	Unknown	Wearing	Without	Reported
2021	7	13	9	29
2022	15	17	6	38
2023	5	30	11	46
2024	7	11	12	30
2025	12	23	19	54

Table A13 (supporting Figure 13): Proportion of DCV fleet and crew overboard incidents by vessel length (2025)

Measured Length Groups	% **of Total UVIs**	% **of Crew POB**
0-7.5m	60%	41%
7.5-12m	18%	20%
12-24m	16%	29%
24-35m	3%	8%
35-45m	%	0%
45+m	1%	2%

Table A14 (supporting Figure 14): Top vessel consequences by severity for 2025

Consequence	Very Serious	Serious	Less Serious
Contact		9	143
Collision		21	91
Grounding	1	17	81
Fire/Smoke		15	16
Machinery Failure/Damage		5	23
Disabled	2	12	13
Listing/Capsize	2	14	10

Consequence	Very Serious	Serious	Less Serious
Hull Failure/Damage		4	21
Flooding		8	12
Foundering/Sinking/Loss	2	7	6
Breakaway		3	7
Evacuation	3	3	

Table A15 (supporting Figure 15): Proportion of very serious and serious collisions, contacts and groundings (2021 to 2025)

Year	Collision	Contact	Grounding
2021	14%	10%	12%
2022	9%	7%	15%
2023	10%	8%	10%
2024	10%	10%	9%
2025	10%	4%	9%

Table A16 (Supporting Figure 16): Operational occurrence type by marine incident severity (2025)

Occurrence	Very Serious	Serious	Less Serious
Vessel Control and Navigation	3	76	393
Operational Access		18	31
Communication		8	37
Cargo Handling Stores	1	5	35
Maintenance		5	29
Diving/Snorkelling	1	1	19
Accommodation/Hotel Services			2

Table A17 (Supporting Figure 17): Top vessel control and navigation sub-elements (2025)

Level 3	Count of Incident ID
Lookout/Collision Avoidance	152
Vessel Handling/Loss of Control	84
Berthing/Unberthing	85
Towing	54
Planning	36

Level 3	Count of Incident ID
Mooring	20

Table A18 (supporting Figure 18): Top four technical occurrences (2021-2025)

Year	Engineering System	Power Propulsion Steering	Structure	Vessel Systems
2021	48	152	20	50
2022	46	166	11	48
2023	80	119	11	28
2024	101	142	19	37
2025	87	146	7	33

Table A19 (supporting Figure 19): Power, propulsion, and steering failure occurrence types (2025)

Level 3	Count of Incident ID
Main Engine/Gearing	77
Steering Gear	29
Auxiliary Engines/Alternators	10
Other	10
Thruster Outboard Motor	9
Propellers/CPP/Pod	7
Outboard Motor	4

Table A20 (supporting Figure 20): RAV reported marine incidents by severity (2021-2025)

Year	Very Serious	Serious	Less Serious
2021		60	259
2022	1	67	300
2023		38	229
2024		44	215
2025		25	224

Table A21 (supporting Figure 21): FFV reported marine incidents by severity (2021-2025)

Year	Very Serious	Serious	Less Serious
2021	8	254	3284
2022	3	187	3663
2023	2	269	3807
2024	1	248	3946
2025		150	2547

Table A22 (supporting Figure 22): Proportion of FFV reported marine incidents and vessel arrivals in 2025 by vessel type

Ship Type	% of arrivals	% of marine incidents
Bulk carrier	55.12%	60.31%
Container ship	14.46%	15.43%
Vehicle carrier	5.41%	2.24%
General cargo/multi-purpose ship	4.94%	5.87%
Gas carrier	4.91%	2.91%
Oil tanker/chemical tanker	4.75%	3.31%
Passenger ship	3.82%	3.07%
Oil tanker	3.37%	3.50%
Offshore service vessel	1.86%	1.42%
Other types of ship	1.35%	1.93%

Table A23 (supporting Figure 23): Activity associated with crew injury by incident severity, FFV, and RAV (2025)

Level 2	Serious	Less serious
Maintenance	**15**	**38**
Operational Access	**10**	**19**
Cargo Handling Stores	**10**	**15**
Ship Control Navigation	**5**	**9**
Accommodation/Hotel Services		**4**
Lifesaving Equipment	**1**	
Power Propulsion and Steering	**1**	
Water Conditions	**1**	
Weather	**1**	

Table A24 (supporting Figure 24): Top 3 vessel consequences, FF & RAV (2021-2025)

Year	Contact	Disabled	Machinery Damage
2021	28	33	21
2022	40	13	22
2023	37	19	21
2024	21	10	57
2025	57	10	18

Table A25 (supporting Figure 25): Top 6 operational occurrence types, FF and RAV (2025)

Operational shortfall	Count
Accommodation/ Hotel Services	9
Cargo Handling Stores	123
Communication	19
Maintenance	64
Operational Access	47
Vessel Control Navigation	137

Table A26 (supporting Figure 26): Top operational occurrence types categorised as very serious/serious, FF and RAV (2025)

Level 2 (groups)	Level 3 (groups)	Count of Incident ID
Maintenance	Fixed Equipment	6
Cargo Handling Stores	Loading/Unloading	5
Vessel Control and Navigation	Berthing/Unberthing	5
Operational access	Ladders	4
Vessel Control and Navigation	Planning	3
Operational access	Stairs	3
Maintenance	Enclosed space	3
Cargo Handling Stores	Lashing	2
Vessel Control and Navigation	Mooring	2
Vessel Control and Navigation	Ship Handling/Loss of Control	2
Cargo Handling Stores	Cleaning	2

Table A27(supporting Figure 27): Top 6 technical occurrence types, FF and RAV (2025)

Level 2 (groups)	Count of Incident ID
Cargo and stores	104
Communication Equipment	162
Engineering Systems	492
Fire Fighting and Detection	137
Lifesaving Equipment	129
Navigational Monitoring Equipment	66
Operational access	178
Power Propulsion and Steering	664
Structure	28
Vessel Systems	330

Table A28 (supporting Figure 28): Top 10 technical occurrence types associated with ship systems, propulsion, power & steering, engineering systems and cargo/stores categorised as very serious/serious, FF and RAV 2025:

Level 2	Level 3	Count of Incident ID
Power Propulsion and Steering	Main Engine/Gearing	66
Power Propulsion and Steering	Auxiliary Engines/Alternators	10
Engineering Systems	Electrical	5
Power Propulsion and Steering	Steering Gear	5
Engineering Systems	Fuel	4
Ship Systems	Mooring/Anchoring	4
Engineering Systems	Cooling	2
Engineering Systems	Lubrication	2
Power Propulsion and Steering	Thruster	2

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